

FINDING OF NO SIGNIFICANT IMPACT
Environmental Assessment
DOI-BLM-UT-C010-2015-0003-EA
Bumblebee Road Deferred Maintenance

Based on the analysis of potential environmental impacts contained in the attached environmental assessment, and considering the significance criteria in 40 CFR 1508.27, I have determined that the proposal to complete the described road maintenance on the Bumblebee Road will not have a significant effect on the human environment. An environmental impact statement is therefore not required.



Authorized Officer

12/2/14

Date

DECISION RECORD
Environmental Assessment
DOI-BLM-UT-C010-2015-0003-EA
Bumblebee Road Deferred Maintenance

Authorities

The authority for this decision is contained in Section 302 (Management of Use, Occupancy and Development) of the Federal Land Policy and Management Act of 1976 (FLPMA).

Compliance and Monitoring

Post-construction monitoring will be completed and areas found needing stabilization, visual enhancement, etc. shall be repaired.

Terms / Conditions / Stipulations

This decision is contingent on meeting all stipulations and monitoring requirements listed in the Proposed Action.

Plan Conformance and Consistency

The proposed action and alternatives have been reviewed and found to be in conformance with the Cedar Beaver Garfield Antimony Resource Management Plan approved June 1, 1986. The action is not specifically addressed by decision, but has been found to be consistent with providing for public safety and the public good.

Alternatives Considered

The Proposed Action and the No Action alternatives were the only alternatives considered.

Decision

It is my decision to allow the Proposed Action to be implemented as described in the attached EA and monitoring as described above.

Rationale for Decision

The Proposed Action would result in an extremely small disturbance area and impacts to soil, vegetation and wildlife and needs no further review. Further, the benefit to public safety outweighs any anticipated impact to the human environment.

Protest/Appeal

The decision may be appealed to the Interior Board of Land Appeals, Office of the Secretary, in accordance with the regulations contained in 43 CFR Part 4. Public notification of this decision will be considered to have occurred on the date the attached Decision was signed. Within 30 days of this decision, a notice of appeal must be filed in the office of Elizabeth R. Burghard, the Authorized Officer at 176 E. DL Sargent Drive, Cedar City, Utah, 84721. If a statement of reasons for the appeal is not included with the notice, it must be filed with the Interior Board of Land Appeals, Office of Hearings and Appeals, U.S. Department of the Interior, 801 North Quincy St., Suite 300, Arlington, VA 22203 within 30 days after the notice of appeal is filed with the Authorized Officer.

If you wish to file a petition for stay pursuant to 43 CFR Part 4.21(b), the petition for stay should accompany your notice of appeal and shall show sufficient justification based on the following standards:

1. The relative harm to the parties if the stay is granted or denied,
2. The likelihood of the appellant's success on the merits,
3. The likelihood of irreparable harm to the appellant or resources if the stay is not granted, and
4. Whether the public interest favors granting the stay.

If a petition for stay is submitted with the notice of appeal, a copy of the notice of appeal and petition for stay must be served on each party named in the decision from which the appeal is taken, and with the IBLA at the same time it is filed with the Authorized Officer.

A copy of the notice of appeal, any statement of reasons and all pertinent documents must be served on each adverse party named in the decision from which the appeal is taken and on the Office of the Regional Solicitor, U.S. Department of the Interior, 6201 Federal Building, 125 South State Street, Salt Lake City, Utah 84138-1180, not later than 15 days after filing the document with the Authorized Officer and/or IBLA.

Elizabeth R. Buford
Authorized Officer

12/2/14
Date

Attachments: EA # DOI-BLM-UT-C010-2015-0003-EA

**United States Department of the Interior
Bureau of Land Management**

**Environmental Assessment
DOI-BLM-UT-C010-2015-0003-EA**

December 2014

Bumblebee Road Deferred Maintenance

Location: Iron County, Utah (see map)

Applicant/Address: Bureau of Land Management
Cedar City Field Office

Cedar City Field Office
176 East DL Sargent Drive
Cedar City, Utah 84721
435-865-3000



Bumblebee Road Deferred Maintenance

DOI-BLM-UT-C010-2015-0003-EA

CHAPTER 1

INTRODUCTION AND NEED FOR THE PROPOSED ACTION

INTRODUCTION:

This Environmental Assessment (EA) has been prepared to analyze the Bureau of Land Management's (BLM) proposal to provide deferred maintenance to the Bumblebee Road on Bumblebee Mountain in Iron County, Utah. The BLM can, through the National Environmental Policy Act (NEPA) process, evaluate reasonable changes (changes that would mitigate impacts while still meeting the proponent's objective) to the proponent's proposal and decide to require those changes.

BACKGROUND:

The Bumblebee Road is a main route for a variety of users who want access to Bumblebee Mountain from the east side of the mountain (Kanarraville area). Traffic use is generally considered low on a daily basis, but becomes much greater during hunting seasons or when livestock are moved up or down the mountain, at which times use is considered to be high. Traditional drivers of cars and trucks are limited by site distances, which can create a safety hazard with each other. To compound the problem with traditional operators, ATV operators are frequent visitors on this road. The ATV's are sometimes operated by younger drivers who do not have the benefit of proper safety training. This, coupled with the fact that ATV's are typically operated at higher speeds than conventional cars and trucks escalates the safety concern. Use is expected to increase in the future, as the area's population increases. The Bumblebee Road also provides access to one of BLM's main communication sites (Bumblebee repeater).

The road is maintained by BLM and maintenance has been limited to grading less than once per year due to extremely limited funding. Until now, funding has not allowed for proper maintenance to address resurfacing and correcting drainage problems. A limited amount of deferred maintenance money became available in fiscal year 2015 to correct some of these conditions. Condition assessments by a contract engineering consultant (BLM, 2001) noted that the surface of the road was mainly dirt and that aggregate was practically non-existent. The road is severely rutted throughout the entire length with only a few short lengths that were smooth to travel on. Few ditches or culverts exist so the road retains a lot of water, making the surface of the road very muddy and difficult to navigate without 4-wheel drive traction. The driveable width averages 12'.

PURPOSE AND NEED FOR THE PROPOSED ACTION

The purpose of this proposal (deferred maintenance) is to make the Bumblebee road more safe for the motoring public, including BLM. The proposed improvements are needed to improve safety and to better protect the environment. Specifically, the proposed action is needed to provide adequate drainage and allow the running surface to dry off and be less slippery; to

reduce rutting and erosion; to provide better road width and visibility on tight, narrow curves; and to provide better access / parking at BLM's Bumblebee communications site.

SCOPING AND ISSUES:

A BLM interdisciplinary (ID) Team scoping meeting was held on October 20, 2014 and preliminary issues were identified. A checklist was routed and the issues identified were cultural resources and disturbance to soils, vegetation and wildlife. The checklist does not include public safety as a resource issue. Public safety has been captured under the "socio-economic" heading because public safety is an issue and is the driving force behind this proposal. For a description of the resources which could potentially be impacted, see Appendix A. The proposal was posted on the Environmental Notification Bulletin Board (ENBB) for public notification on November 18, 2014.

CONFORMANCE WITH BLM LAND USE PLAN(S):

The proposal is subject to the Cedar Beaver Garfield Antimony Resource Management Plan approved June 1, 1986. The proposed action is not specifically addressed in the plan, but it has been found that BLM providing itself and the public safe and adequately maintained access to public lands is consistent with the plan.

RELATIONSHIPS TO STATUTES, REGULATIONS AND OTHER PLANS

The Proposed Action is consistent with federal, state and local laws, regulations, and plans to the maximum extent possible, including the following:

- Title V of the Federal Land Policy and Management Act of October 21, 1976 (90 Stat. 2776, 43 U.S.C. 1761) and the regulations issued there under at 43 Code of Federal Regulations, part 2800.
- Taylor Grazing Act of 1934
- Federal Land Policy and Management Act of 1976
- Regulations found at 43 CFR 2800
- Section 106 of the National Historic Preservation Act of 1966, as amended
- Memorandum of Understanding Between the BLM CCFO and Paiute Indian Tribe of Utah
- 1962 Bald and Golden Eagle Protection Act
- Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.), as amended.
- BLM Manual 6840- Special Status Species Management
- Migratory Bird Treaty Act
- Utah Comprehensive Wildlife Conservation Strategy (CWCS)
- Utah Partners in Flight Avian Conservation Strategy Version 2.0.
- Birds of conservation concern 2012
- Executive Order 13186: Responsibilities of Federal Agencies to Protect Migratory Birds
- BLM MOU WO-230-2010-04, To Promote the Conservation of Migratory Birds
- IM 2008-050, Migratory Bird Treaty Act - Interim Management Guidance
- Best Management Practices for Raptors and Their Associated Habitats in Utah (IM: 2006-096)
- Utah's Standards for Rangeland Health address upland soils, riparian/wetlands, desired and native species and water quality. These resources are either analyzed later in this document or, if not impacted, are listed in the attached Interdisciplinary Team Analysis Record (Appendix A).

- Standards of Quality for Waters of the State, R317-2-6, Utah Administrative Code, December 1997
- Section 106 of the National Historic Preservation Act of 1966 (as amended).
- Executive Order 11988 (floodplains)
- Executive Order 11990 (wetlands)
- Executive Order 12898 (environmental justice)
- Executive Order 13112 (invasive species)
- Executive Order 13443: Facilitation of Hunting Heritage and Wildlife Conservation
- Clean Air Act of 1970 (As Amended)
- American Indian Religious Freedom Act of 1978
- Archaeological Resource Protection Act of 1979
- Southern Utah Support Area Fire Management Plan (2005)
- Western Association of Fish and Wildlife Agencies Guidelines
 - Habitat Guidelines for Mule Deer Intermountain West Ecoregion (2009)
 - Greater Sage Grouse Comprehensive Conservation Strategy (2006)

CHAPTER 2

DESCRIPTION OF ALTERNATIVES

INTRODUCTION

This environmental assessment focuses on the Proposed and No Action alternatives. Other alternatives were not considered because the issues identified during scoping did not indicate a need for additional alternatives beyond those contained in the proposed action. The no action alternative is considered and analyzed to provide a baseline for comparison of the impacts of the proposed action.

PROPOSED ACTION

The Proposed Action is to recondition portions of 6 miles of road segments that are within the existing alignment. Approximately 4.5 miles are public lands and 1.5 miles are State Institutional Trust Lands Administration's (SITLA) with an easement in favor of BLM (see Map A). Reconditioning includes cutting down the inside of turns with a D-6 dozer or excavator where visibility is poor; removing trees or vegetation with chainsaws to improve visibility; applying new aggregate on approximately 1,600 linear feet of the running surface; and improving existing ditches, culverts and water bars as well as adding new ditches and culverts to improve drainage. Rolling dips would be utilized instead of culverts wherever possible to take advantage of natural drainage features and avoid the continuous maintenance issue of unplugging culverts. Following construction, the project area would be inspected and cuts and fills subject to unacceptable levels of erosion would be mitigated using appropriate techniques such as matting, mulching, reseeding, etc. Where non-fractured rock ledges prevent removal by dozer or excavator, pneumatic hammers may be used. Blasting is not thought to be needed and is not proposed.

The main goal of the project is to upgrade the existing road using the existing travel lanes and improving line of site visibility by excavating into the side hill at turns that are restricting visibility. Approximately 45 curves along approximately 6 miles of existing road would require

some form of widening/improvement. A big factor in line of sight is the overgrowth of vegetation which would be eliminated during excavation. It is estimated that the average length along each curve is approximately 80 feet and the average depth is approximately 15 feet, for a total new disturbance of 54,000 square feet or 1.25 acres.

The final 500 feet of vehicle trail off of the Bumblebee road to the BLM communication site is very steep and rocky and thus poses safety concerns. It requires some upgrades to facilitate the Radio Technician's ability to access and maintain the radio facility. Some earth work would be needed to expand the existing turn-around area from 25 feet wide to about 40 feet wide. Aggregate material may be imported to the vehicle trail and turnaround. The existing vehicle trail would also be provided with improved drainage (no culverts) similar to what has been described for the Bumblebee road, though smaller in scale. Enough road base for a 14 x 14 foot pad may be imported and spread for use as a future pad site.

The only hazardous materials proposed for use are petroleum based fuels and lubricants. These will be contained within the vehicles being used for maintenance and as such, are not expected to become hazardous wastes. Any fuel spills would be cleaned up immediately with scrap carpet, kitty litter, or removal and proper disposal of contaminated materials and any spills in excess of 25 gallons (not anticipated) would be reported per state and federal laws.

Timing

The work was initially proposed to be done yearlong to offer the BLM Operations crew flexibility to work on it throughout the year during the times they were unable to work on other scheduled project work. However, the area west of the west section line Sec. 36, T. 37 S., R. 13 W. has been identified as crucial summer range (see Fish and Wildlife in Appendix A and Map B). It is therefore proposed to seasonally restrict construction west of said section line from May 15 through July 15.

Cultural

A Class III inventory of the Area of Potential Effects would take place prior to construction. If historic properties were identified, they would be avoided or mitigated to minimize any potentially adverse effects.

NO ACTION

Under the No Action Alternative, road maintenance would continue as it has in the past on an "as is, where is" basis with only limited provisions for correcting drainage issues and no consideration for providing aggregate material or removing soil, rock and vegetation to improve line-of-site.

CHAPTER 3 AFFECTED ENVIRONMENT

Soils and Vegetation:

Approximately 1.25 acres of soils and vegetation would be susceptible to disturbance as a result of implementing this project proposal.

Soils in the project area are extremely variable in rock content and depth to bedrock. Some soils are moderately deep to deep while others are very shallow to non-existent. The deeper soils

would be relatively easy to work with a dozer and once removed from the offending curve, would provide useful fine materials which could be graded into low swales and washboard areas.

On most of the curves where new construction is proposed, soils are rocky or shallow to bedrock or both, and it is likely the high percentage of rock and bedrock were obstacles which prevented the roads from being constructed with proper site distances in the first place. Rock will be a challenge to contend with.

Vegetation adjacent to the road consists of sagebrush / bunchgrass and oak / mountain shrub. Soils become more susceptible to wind and water erosion as protective vegetative cover is removed. In the case of about half the curves proposed for widening, cuts have been made previously and vegetation has never re-established on them. Other curves contain healthy and diverse vegetation. The proposal allows for revegetation of cuts and fills where needed.

Socio-Economic (Public Safety):

The Project Area is a public safety concern because the road is relatively narrow and site distances around curves are very short. In addition, ruts from erosion and washboards occur in various places along the road, which could affect a driver's ability to stay on the travel surface. There are no substantial economic benefits to maintaining the road.

CHAPTER 4 ENVIRONMENTAL IMPACTS

DIRECT AND INDIRECT IMPACTS

PROPOSED ACTION

This section analyzes the impacts of the proposed action to those potentially impacting resources described in Chapter 3, above.

Soils and Vegetation:

Approximately 1.25 acres of new disturbance to soils and vegetation would occur as a result of this project. These soils would generally be kept onsite by spreading and regrading them onto the surface of the existing road or by using them to widen and build up the outside edge of the road curves. In some cases, course material would be cast over the outside edge of the curve for disposal. These outcast soils would cover existing vegetation and other soils in place, thus increasing the new disturbance area by some unknown amount. Short term erosion of disturbed areas is anticipated to occur, but the end result would be no more than what is presently on site. In some cases, existing erosion levels would be reduced in the long term. Per the Proposed Action, if routine construction practices lead to unexpected and unacceptable levels of soil erosion, a stabilization and rehabilitation measures would be implemented to mitigate impacts.

Socio-Economic (Public safety):

Implementation of the Proposed Action would decrease the amount of washboards, result in less rutting and increase site distance on the Bumblebee road, all of which would lead to improved safety through reduced opportunity for vehicle accidents.

NO ACTION

Soils and Vegetation:

Under the No Action Alternative there would be no new impacts to the soil resource. Conditions and trends for soils would remain the same as what they currently are.

Socio-Economic / Public Safety:

Implementation of the No Action alternative would not improve the safety of those traveling on the Bumblebee road as it would not increase safe site distance to the users on these roads.

CUMULATIVE IMPACTS

Cumulative impacts are those impacts resulting from the incremental impact of an action when added to other past, present, or reasonably foreseeable actions regardless of what agency or person undertakes such other actions.

All Resources

Impacts to soils and vegetation would be cumulative with other activities in the area which move or create soils disturbance, such as off-road use of OHV's, erosion from wildfires and stabilization activities, vegetation treatments, clearing of private lands for development, etc. Operation of OHV's cutting corners on the road and pioneering unauthorized trails appears to be the most environmentally degrading activity occurring near the Bumblebee road. Safety of the public and agency are expected to increase through increased sight distances.

CHAPTER 5 PERSONS, GROUPS, AND AGENCIES CONSULTED

Table 5.1. List of Persons, Agencies and Organizations Consulted

Name	Purpose & Authorities for Consultation or Coordination	Findings & Conclusions
Utah State Historic Preservation Office (SHPO)	Consultation for undertakings, as required by the National Historic Preservation Act (NHPA) (16 USC 470)	No cultural resources would be affected. The project will be reviewed by SHPO as part of the quarterly submittal as per existing protocol.
Paiute Indian Tribe of Utah	Consultation as required by the American Indian Religious Freedom Act of 1978 (42 USC 1531) and NHPA (16 USC 1531)	In accordance with the Memorandum of Understanding between the Paiute Tribe of Utah and the BLM, this project does not require formal consultation.

List of Preparers

BLM staff specialists who determined the affected resources for this document are listed in Appendix B. Those who contributed further analysis in the body of this EA are listed below.

Table 5.2. List of Preparers

BLM Preparers

Name	Title	Responsible for the Following Section(s) of this Document
Craig Egerton	Natural Resource Specialist	Project lead and various aspects of the checklist, including potentially affected soils and vegetation.
Sheri Whitfield	Wildlife Biologist	Wildlife
Jamie Palmer	Archeologist	Cultural and Native American Consultation
Others	various	See Appendix A ID Team checklist

APPENDIX A

INTERDISCIPLINARY TEAM NEPA CHECKLIST

Project Title: Bumblebee Road Deferred Maintenance Project

NEPA Log Number: DOI-BLM-UT-C010-2015-003

File/Serial Number:

Project Leader: Craig Egerton

DETERMINATION OF STAFF: *(Choose one of the following abbreviated options for the left column)*

NP = not present in the area impacted by the proposed or alternative actions

NI = present, but not affected to a degree that detailed analysis is required






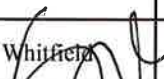
PI = present with potential for relevant impact that need to be analyzed in detail in the EA

NC = (DNAs only) actions and impacts not changed from those disclosed in the existing NEPA documents cited in Section D of the DNA form.






The rationale column should include NI and NP discussions.

RESOURCES AND ISSUES CONSIDERED:

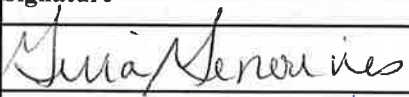

Determination	Resource	Rationale for Determination	Signature	Date
NI	Air Quality	Project area is meeting NAAQS. Project would generate small quantities of diesel exhaust and dust, which would quickly disperse or settle. Nothing in the proposal would affect air quality ratings.	C. Egerton	10/10/14
NP	Areas of Critical Environmental Concern	None within Field Office boundaries.	D. Jacobson	10-29-2014
PI/NI	Cultural Resources	A Class III inventory of the Area of Potential Effects (APE) will need to take place prior to authorization. If historic properties are identified during this inventory, stipulations will be added to the plan of development to avoid or minimize any potential adverse effects. If no historic properties are identified or no adverse effects to historic properties are identified then this determination will be changed to a NI.	Jamie Palmer	11/7/2014
NI	Greenhouse Gas Emissions	Minor quantities of exhaust emissions would be released during construction. Considered minimal on a local and regional scale when compared to other local activities such as travel on Interstate 15.	C. Egerton	10/10/14
NP	Environmental Justice	There are no minority populations which would be affected by the proposed action.	C. Egerton	10/10/14
NP	Farmlands (Prime or Unique)	Soils are non-irrigated and excessively steep for farming.	C. Egerton	10/10/14
PI / NI	Fish and Wildlife	The area is considered crucial summer range. Avoid construction and maintenance activities during the mule deer fawning season May 15 – July 15.	S. Whitfield	10/14/14
NP	Floodplains	Reviewed map of Iron County floodplains and none occur in the project area.	C. Egerton	10/10/14
NI	Fuels/Fire Management	The improved road would have no substantial impact to fire or fuels. It may assist firefighters in accessing areas that would be more difficult were the road not there or were it in a	M. Mendenhall	11/19/14

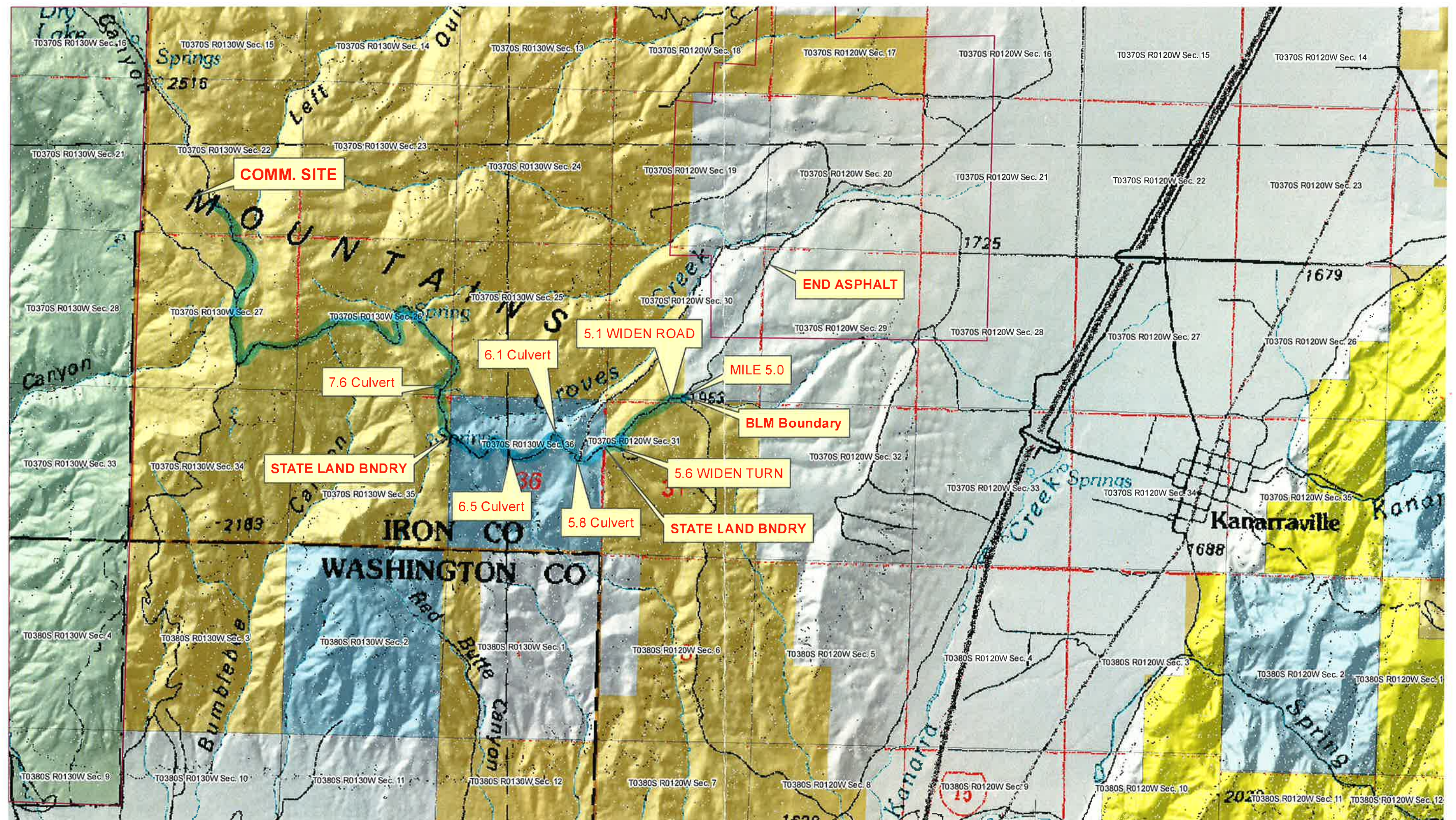
Determination	Resource	Rationale for Determination	Signature	Date
		poorly maintained condition. Vehicle accidents are one of the leading contributors to injuries among fire fighters and the increased line of sight provided by this proposal could contribute to fire fighter safety, especially during periods of higher than normal emergency traffic. Widening the existing road on curves could also help to provide a more effective fuel break.		
NI	Geology / Mineral Resources/Energy Production	There are no known mineral resources on the proposed project lands other than surficial deposits of common variety mineral materials. There are no existing or proposed minerals-related authorizations on the project lands and no minerals leases, permits or claims. The proposed action would not substantially impact any mineral resources that might be present beneath the project lands.	E. Ginouves 	10/14/14
NI	Hydrologic Conditions	Hydrologic conditions adjacent to the road are variable ranging from good on areas with desirable vegetation to very poor on localized areas which lack vegetation. The biggest hydrologic problem is unmanaged ATV use and ATV trails adjacent to the Bumblebee Road have eliminated vegetation and are contributing water and sediment flows onto the road, but this deferred maintenance project is not designed to address that. The improvements to the road would not have a substantial effect on hydrologic conditions, except for on the road itself through improved drainage.	C. Egerton 	10/10/14
NI	Invasive Species/Noxious Weeds	There are small localized areas of Scotch thistle adjacent to the Bumblebee Road which would be treated or avoided. There is also an area of private land below the lowest end of the work site that needs to be avoided to avoid the spread of weed seed.	C. Egerton 	10/10/14
NI	Lands/Access	In the NW1/4SE1/4 of section 26 in T 37 S., R. 13 W a withdrawal of April 17, 1926 created Public Water Reserve No. 107 (UTU-41571) also known as withdrawal Interpretation No. 56. Not a lot of information on this Withdrawal is available without further research. However, this proposed action does not give the impression that it would interfere with the purpose of the withdrawal. In 1993 BLM obtained an easement, UTU-70028, that goes though the State land in T. 37 S., R. 13 W. section 36. The casefile has labeled this as the <i>Groves Creek Road</i> . With this easement in place the BLM can maintain the road though this piece of State land. This road also serves as the access road to the Bumblebee Communication Site. BLM, UTU-61968, is the only user at this communication site. Maintaining this road and possibly improving the turnaround spot at the communication site would be benefit to all users on the Bumblebee road.	M. Campeau 	10/16/14
NI	Livestock Grazing	The proposed action is within the New Harmony Allotment would not substantially affect livestock grazing. It is not expected to increase the amount of traffic and improvements in line of sight could further reduce the chance of car / livestock collisions, but that is currently not thought to be a major issue. No AUMs would be removed due to the small size of the new disturbance.	C. Egerton 	11/19/14
NI	Migratory Birds	A variety of migratory birds and raptors would occur in the project area. Since construction occurs along the road impacts	S. Whitfield 	10/14/14

Determination	Resource	Rationale for Determination	Signature	Date
		are not anticipated.		
NI	Native American Religious Concerns	In accordance with the Memorandum of Understanding between the Paiute Tribe of Utah and the BLM, this project does not require formal consultation.	DA for Jamie Palmer	11/7/2014
NI	Paleontology	The surficial geology of those portions of the road proposed for maintenance is Tertiary-age volcanics. Volcanics fall within Class 1, very low potential for paleontological resources, using the Bureau's Potential Fossil Yield Classification System. The probability of impacting any fossil resources is negligible and pre-disturbance assessment or mitigation measures are not necessary.	E. Ginouves SGP	10/14/14
NI	Rangeland Health Standards	Rangeland health standards would be reduced on a small acreage (1.25 acres) from removal of vegetation, topsoil, etc., but this impact is not considered substantial (see soils and vegetation).	C. Egerton	11/18/14
NI	Recreation	The road improvements would offer some level of improved access for recreational opportunities for hunting, ATV riding, etc. The improvements may disturb recreation use for short periods of time during construction.	D. Jacobson	10-30-2014
PI	Socio-Economics	The road improvements would offer some level of improved safety and better access to the communication and for hunting, etc., but would not have any substantial impact to the economic setting in the project area.	C. Egerton	10/10/14
PI	Soils	Approximately 1.25 acres of soils would be disturbed. Soils are largely suitable for road construction although some bedrock, fractured or not, would be encountered during excavations. The fractured bedrock would likely be moveable, however, unfractured bedrock would likely not. It is assumed areas of unfractured bedrock would be left alone, minimizing the disturbance area accordingly.	C. Egerton	10/10/14
NI	Special Status Plant Species	There are no known sensitive plant species present.	J. Reese	11/20/14
NI	Special Status Animal Species	No threatened, endangered or candidate species occur within the project area.	S. Whitfield	10/14/14
NI	Wastes (hazardous or solid)	There currently are no known waste issues in the proposed area. Projects of this nature do not expose the area to any substantial waste hazards. State and federal regulation requires reporting and mitigation should an unexpected release occur during any equipment operation with the proposed project.	R. Peterson	10/15/14
NI	Water Resources/Quality (drinking/surface/ground)	There are springs in the vicinity of the proposed road work, but nothing in the proposed action would be anticipated to affect them.	C. Egerton	10/10/14
NI	Wetlands/Riparian Zones	There are springs in the vicinity of the proposed road work, but nothing in the proposed action would be anticipated to cause impacts to them.	DA for A. Stephens	11/20/14
NP	Wild and Scenic Rivers	None within Field Office boundaries.	Dave Jacobson	10-30-2014
NP	Wilderness/WSA	The proposed project is not within or near a Wilderness or WSA. Though it does provide access to a Roadless area on the Dixie national Forest.	D. Jacobson	10-30-2014

Determination	Resource	Rationale for Determination	Signature	Date
NI	Woodland / Forestry	No impact to woodland resource is excepted from this project	J. Sathe 	10/20/14
PI	Vegetation	Something less than 1.25 acres of vegetation would be disturbed. Vegetation types include treated / reseeded, and oak mountain shrub. In some cases, work would only involve bare soils with no vegetation. Noxious weeds would be treated or avoided.	C. Egerton 	11/18/14
NI	Visual Resources	The proposed project is within VRM class III and IV and would meet the objective of both of these VRM classes. The improvements would not create a visual contrast that would be significant to the casual observer.	D. Jacobson 	10-30-2014
NP	Wild Horses and Burros	The project is not within any wild horse Herd Area (HA) or Herd Management Area (HMA).	C. Hunter 	10/15/14
NI	Lands with Wilderness Characteristics	This area (Unit UT-C010-170) was not identified as having wilderness characteristics during the 2011 and updated 2014 wilderness characteristics inventory .	D. Jacobson 	10-30-2014

FINAL REVIEW:

Reviewer Title	Signature	Date	Comments
Environmental Coordinator		12/2/14	
Authorized Officer		12/2/14	



BUMBLEBEE ROAD - MAP A

